

MAY BE DEATH TOLL IN MORNING FIRE IN THE SALVATION ARMY METROPOLE

BIG PRINCE WILLIAM STREET "SHELTER" FILLED WITH LODGERS WAS BURNED EARLY THIS MORNING

Between Seventy-five and Eighty Men Slept in the Metropole Last Night—Not More Than Seventy Have Been Definitely Accounted for, Though Adj. Cummings Thinks all Are Safe.

MANY THRILLING ESCAPES FEATURED MOST SPECTACULAR BLAZE OF YEARS

Refugees Without Clothing Sought Shelter in Nearby Boarding Houses and at Central Police Station—Loss to the Building Will be Practically Total and Today May Reveal Loss of Life.

The large brick building on the western side of Prince William street occupied by the Salvation Army as a lodging house was burned shortly after midnight.

There were between seventy-five and eighty lodgers and staff in the big structure and at three o'clock it was not possible to tell whether all had escaped although Adj. Cummings expressed the opinion that all were safe.

Between sixty-five and seventy were accounted for either in the police station or at nearby boarding houses where they were afforded temporary shelter. On this estimate, however, which was as nearly correct as could be obtained during the excitement surrounding the fire there are from five to fifteen missing. Whether they were burned to death will not be known until later today.

Adj. Cummings lost all his personal effects and shoes less was glad to take temporary refuge at Richards.

The safe containing the papers and records of the building will it is believed serve to protect these intact.

At 3.30 this morning the fire was still burning and at that time seemed to be in a fair way to burn itself out.

The situation of the building was fortunate as if it had not been segregated the whole block would have gone as well.

Overcome by smoke many of the inmates of the Salvation Army Metropole which was destroyed by fire early this morning, barely escaped with their lives, and there is considerable doubt as to whether some of the inmates escaped at all.

Thinks all Safe. Adj. Cummings, who was in charge of the Metropole, said that so far as he knew nobody had perished.

In company with Charles Robinson of the Salvage Corps, he went into every room in the main building before attempting to remove his wife and family.

If loss of life occurred it was in the shelter in the ell over the woodshed, which is one of the harbor side of the main building, and as even the Adj. did not know just how many people were in the place, and no count was made of those who escaped, it was impossible to tell whether all escaped.

About Eighty Inmates. When the fire broke out there were about eighty people in the Metropole about half of this number were, it is said, in the shelter over the woodshed.

All were asleep at the time. A grizzled veteran, John Moss, was the first man to notice the smoke coming into the ell. Even then the room in which nearly fifty people were sleeping in close packed cots was filled with blinding smoke, and when Moss gave the alarm the room became a scene of indescribable confusion.

Grabbing his clothes the veteran made for the door leading into the main building but this was locked by a bolt at the bottom and nobody knew how to open it.

There was a surge of frantic men about the door, then a rush was made for windows, and doors leading to a side entrance. Some of the men were fully dressed with the exception of their boots when they turned in, others had nothing on them but their underclothes.

Stuffed with smoke many of those awakened first stopped to rouse their neighbors, and many were so overcome with the fumes that they

ITALIAN BANDIT NOW IN THE CELLS

Caught Early This Morning While Attempting to Break Into C. B. Pidgeon's, Main Street.

With frozen feet, swollen limbs and evidences of a trying experience the Italian who figured in the Paterson jewellery break was rounded up in the North End this morning while attempting to force an entrance into the Pidgeon store, Main street. This time also the feckly foreigner attempted to elude the police, but he was run down before he had made any great headway.

In breaking the lock on the door of the Pidgeon establishment the Italian was heard by residents living in the vicinity and soon the police were on the trail.

Sergeant Smith telephoned to the North End station and Officer Briggs was dispatched in search of the

lunatic foreigner. Sergeant Smith and he together walked towards the foot of Portland, and on Main street they met Officer McFarlane who joined in the search. The culprit was spotted from Main street and in a brisk chase out Bridge street he was caught in the rear of Frank Kerr's house of Bridge street.

To the police the Italian gave his name as John Brasha, age 27, native of Italy. He was brought to the North End police station and at once hurried over to the Central station in the patrol wagon.

The Italian was dressed just as he was when he escaped from the jewellery store with bare head and unshod feet. He gave no signs of having undergone much pain and severe torture.

Every available space was occupied at the rescued ones, and the men scantily and gladly welcomed the

colls. Thrilling stories of their almost miraculous escape were told by several of those who applied at Central station for protection. Clinging to the window frames and to the sides of the building, they said, they saw men rescued from the raging flames without a scratch of clothing to cover their bodies.

Plunging ahead almost exhausted with the smoke and flames they manage, God knows how, to escape the infernal building, a mass of roaring flame—a very hell.

Started in Boiler House. While the origin of the fire is not definitely known it evidently originated in the boiler house in the main building below the shelter where so many men were sleeping.

This part of the structure is full of dry wood and the fire and smoke spread with great rapidity. The first alarm was given about one o'clock and in half an hour the fire was breaking into the main building, which had already been in flames so long that it was almost impossible for the firemen to enter.

The fire brigade was on the scene in record time, and streams were started on from Water street, and Prince William street. An effort was made to confine the fire to the ell, but the building was of such an inflammable nature that this was impossible.

Although the building is situated at one of the lowest points in the city the water pressure was poor, and there was a good deal of criticism of the strength of the streams. In a short time the whole building was in flames and it will be totally destroyed.

Clothing Badly Needed. Those who escaped were given shelter in the neighboring hotels and boarding houses. All the men in the building are among the destitute of the city, and as few escaped with the meagre clothing which they own, the majority are in sore need.

Those who wish to aid the unfortunate should send clothing today to the Seaman's Institute on Prince William street, where arrangements will be made to look after the victims of the fire.

The Metropole was formerly the Boleys Hotel and later the Seaman's Home. It has long been one of the landmarks of the city. Its destruction at this time of the year will be a blow to the unfortunates of the city, who have been in the habit of seeking shelter there, as it was one of the few places in the city where cheap lodgings were available.

A local officer of the Salvation Army estimates that the loss will be about \$50,000. The Toronto offices of the Army control the building, and the officers here do not know what insurance, if any, was carried on the structure.

Adj. Cummings, the officer in charge, had recently moved into his quarters in the building, and had spent some money fitting them up. He carried no insurance on his furniture.

Given Protection at Central Station. The following refugees from the Metropole were given accommodation at police headquarters: Albert Dalgie, 23, Fredericton; Albert Currie, 43, St. John; Albert Mansel, 30, England; Charles Angler,

GRIT SCHEME TO CREATE A SCANDAL FAILS

Cape Breton Member Thought He Had Strong Case, But is Disillusioned by Hon. Mr. Reid.

Special to The Standard. Ottawa, Ont., Feb. 2.—The attempt to create a political scandal made in the Commons the other day by Carroll of South Cape Breton, who charged that a government cruiser called the "Alert" had been used to carry a Conservative provincial candidate, his supporters, and a cargo of liquors to a Conservative political rally has failed.

The government instituted an investigation into the whole matter, and in the House today Hon. J. D. Reid was able to furnish absolute proof that the fears, suspicions, charges and insinuations of Mr. Carroll were absolutely without foundation.

When of government duty the cruiser is often used to convey passengers and freight to portions of the county of Victoria in Cape Breton, where there is no regular means of communication. A number of citizens were anxious to attend a political meeting at one of these places, and the vessel was added to the list of those to take them had their business been of an entirely different character.

If the member for South Cape Breton himself had wanted to make that trip, said Dr. Reid, the cruiser would have been at his disposal.

As to the allegation that liquor was carried, Dr. Reid was able to assure the house that this was entirely false.

REDMOND AND ASQUITH IN CONFERENCE

London, Feb. 2.—John E. Redmond, the Irish National leader, and Asquith, chief secretary for Ireland, were closeted with Premier Asquith at his official residence in Downing street this afternoon, and it was understood that the government had determined to make another effort to conciliate Ulster before the heated debate in parliament on the subject of the cabinet are ready to advance in order to placate the north of Ireland, the threats of civil war in that country can be averted.

Unionists say they would not be surprised to see Premier Asquith riding for a fall before the Home Rule bill is again reached, in case the Irish leader should refuse to make the concessions considered necessary by them. They say that if Mr. Redmond should agree to the exclusion of Ulster even for a specified term of years an agreement might be reached.

It is generally thought that Mr. Redmond holds the key to the situation, and it is pointed out in some quarters that if he is willing to go to the same lengths as Premier Asquith and the members of his cabinet are ready to advance in order to placate the north of Ireland, the threats of civil war in that country can be averted.

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Hon. Mr. Hazen's Review of Work of His Department Shows Record of Activity in Interests of the Industry.

EFFORTS REFLECTED IN GROWTH SHOWN IN THE PAST FEW YEARS.

Grit Plaints Silenced as They are Forced to Realize the Contrast Between Work of Department Under Liberal Administration and Present Progressive Policy.

Ottawa, Ont., Feb. 2.—Hon. J. D. Hazen gave to the house this evening a comprehensive review of the situation regarding the fishing industry both in the Maritime Provinces and on the Pacific coast, and the policy which he is pursuing is stimulating that industry.

The statement of the Minister of Marine and Fisheries followed a resolution moved by Liberals members asking the government to give attention to the question of improved means of transportation for fresh fish between the Maritime Provinces and the United States, of course, as Mr. Hazen pointed out, the speeches by Mr. Sinclair and others exhibited more desire to create party capital than to help the fishermen.

The speech of the minister showed that more was being done by the government than they had dreamed of, and they must have been exceedingly sorry that they brought the question forward. The resolution simply gave Mr. Hazen a splendid opportunity to emphasize the fact that the present government is doing much more for the fishermen and the fisheries than the Liberal government attempted to do during its whole fifteen years of office.

"I am sorry," said Mr. Hazen, "that the honorable member for Guysboro (Mr. Sinclair) did not formulate some plan or tell us what way he would suggest his ideas could be carried into effect. And when I interposed and asked him if he suggested that there should be a direct line of steamers from Canso or other ports along the eastern coast of Nova Scotia to the markets or whether he would favor a line of steamers along the coast connecting with the steamers from Yarmouth to Boston, he had not his mind thoroughly made up and would not give an opinion on the subject."

Mr. Sinclair: I would be in favor of a direct line from Nova Scotia to Boston, if it was possible to get it.

Mr. Hazen: "The honorable gentleman did not give me that information before. He rather sidestepped the question when I asked it. We have now his opinion with regard to it for such consideration further as it is possible to give to it."

"While the subject for discussion tonight," continued Mr. Hazen, "was the importance of affording better transportation for the fishermen in the Maritime Provinces, yet, at the same time, it seems to me that my hon. friends opposite, who have discussed the question with scarcely an exception, while I do not in any way dis-

pute their bona fides and desire to advance the interests of the fishermen in their constituencies, seemed even more desirous of making political capital against the government than of advancing the interests of the fishermen who are their constituents.

"The hon. member for Guysboro (Mr. Sinclair) and the hon. member for Yarmouth (Mr. Law) have harked back to the reciprocity question of Sept., 1911. They are very apt to tell you that they accept public opinion and how desirous they are that the public should be consulted on questions, and yet, when the public are consulted on a great question like reciprocity and give an emphatic verdict on it, they are not willing to accept the verdict of the public and come here and complain about the verdict having been given against them."

Mr. Hazen pointed out that Lunenburg, the greatest fishing county in Nova Scotia, and Queens-Shelburne, a great fishing county in no uncertain terms pronounced against the reciprocity pact.

"It seems to me," he said, "that in view of that it is rather absurd to come to this House and say that the fishermen of Nova Scotia were in favor of reciprocity."

"Mr. Law," continued Mr. Hazen, "who has tried to introduce some politics into the discussion by referring to the condition of Yarmouth harbor, asked why are large appropriations made for the purpose of dredging a very substantial appropriation is being made this year. We know that when, a few years ago the Niobe was brought from Halifax to Yarmouth in order that it might take part in a ball in connection with an old home week, it was unable to enter the harbor, and a storm coming up when the vessel was on the beach, the result being of a character which cost this country \$300,000 of the peoples money. Let me ask Mr. Law, who drags this in now simply for political purposes, where was he during the fifteen years the Liberal party were in power that he allowed Yarmouth harbor to remain in that condition. Why did not Mr. Law, who is a very influential supporter of the Liberal government, try during those fifteen years to get the Yarmouth put in the condition in which he thinks the Conservatives should put it in the two and a half years they have been in power?"

(Continued on page 2)

PLACE BLAME FOR WRECK ON CAPTAIN OF COBEQUID

Report of Wreck Commissioner Filed and the Members of Board Unanimous in Opinion that Capt. Howson's Error of Judgment Alone was Responsible.

Special to The Standard. Ottawa, Ont., Feb. 2.—The finding of the wreck commission's court in the case which led to the stranding of the Cobequid on the 13th day of January, 1914, was filed today, and copies sent to the agents of the vessel at Halifax, the Dominion Marine Association, and the St. John Board of Trade. The court was composed of Commander Lindsay, R. N. R., Dominion wreck commissioner, with Captain Nell Hall and J. W. Harrison acting as assessors.

The court is unanimous in its opinion that the stranding and ultimate loss of the steamer was caused by the grave error of judgment of John Howson, the master, inasmuch as when at four a. m. on the day of the stranding he saw that the weather conditions

at that time were so bad and likely to last, and with a strong gale blowing on to the land, he was not justified in attempting to pass inside of the Lurcher shoal, especially as he was practically ignorant of the conditions of the tidal streams in that locality and in the court's opinion should have hauled his vessel out to the westward into deep water where there was ample sea room to handle his vessel until such time as the weather cleared or he was able to proceed with safety.

The court therefore severely censured the master, but on account of the very efficient and satisfactory manner in which everything was carried out on board his ship for the safety of the passengers and crew after the stranding, does not deal with his certificate.

men movement and of which he donated \$120,000 on account in 1890, after the Royal Victoria College for women, affiliated to McGill, had been built by him at a cost of \$250,000. During the last fifteen years Lord Strathcona has paid over regularly the interest amounting to \$45,000 year upon the promised endowment fund of \$850,000, which will be now handed to the university authorities, marked for the Victoria College. The cheque for last year's interest was mailed to Principal Peterson only a few days before Lord Strathcona died.

Whilst the Royal Victoria College is the only department of the university to benefit by the will, McGill was very generously treated by Lord Strathcona in his life time. The medical faculty received \$50,000, the pension fund \$50,000, whilst Strathcona Hall was made possible by his gift of \$25,000.

STRATHCONA'S GENEROSITY TO M'GILL

Montreal, Feb. 2.—The total of Lord Strathcona's gifts to McGill University is brought up to \$2,750,000 by the announcement of the bequest in his will. His last gift of \$850,000 is the balance of a sum of one million dollars which he promised for the extension of the higher education of wo-

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